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ortant factor in dress. set to get the proper dresses have been put ve many new models ents of the prevailing orsetiere to fit you and ould be worn. Miss een with us a short perience in Hamilton, eg, and her experience

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Footwear, New Styles

The Semi-Weekly Colonist.

VOL. L. NO. 230

STANDARD OIL

Under the Direction From

Judge Anderson

VICTORIA, B. C FRIDAY, MARCH .12, 1909

IVAND UIL

Solution of the North Additional Company of the day over the outrageous story announcing the death of the Kiny.

Excited by False Rumor.

Vancouver, March 10.—Citizens were in a state of apprehension the greater part of the day over the outrageous story announcing the death of the Company of th

Federal Jury Returns Verdict Under the Direction From Glace Bay, C. B., March 10.—The bottling works of McKinley and Ogil-vie, at Mackay's Corners, were destroyed by fire last night. Loss \$12,000, Ministers Give Cold Shoulder to Proposal in House of Commons

Bottling Works Destroyed.

Imperial Defence Plans

RATE NOT ESTABLISHED

Not Known Whether Washington Authorities Will Pro
Imperial Defence Plans.

London, March 10.—In the Commons today Under Secretary of State for the Colonies Seeley, declared in regard to imperial defence that there was a complete agreement between Mr. Haldane, Canada and Australia. They think it highly desirable that there should be an interchange of scientific thought with a view to common leadership in war. a DESTITUTE IMMIGRANTS

The Horatio Hall left Portland at 10.30 o'clock last night with five passengers, a crew of about forty and four hundred tons of freight. The Dimock left New York yesterday afternoon and both ran into the fog off the southeastern Massachusetts coast about the same time too. The Dimock about the same time too. The Dimock had rounded Pollock Rip lightship and was heading towards the north, while the Hall was coming down through the blue and preparing to swing to the wasterned.

westward.

The fog was very dense at daylight, and both captains were whistling frequently, although accounts
vary. It is apparent that there was a
misunderstanding of signals, for shortly after eight o'clock the two steamers
loomed out of the fog, and before they
could shear away they met in collision.

think it hirely desirable that there come the common tends of the

Former Minister Emmerson · Argues For Government Railway

INSURANCE

Proposed Move Towards Re-Trouble

ing certain branch railways in the maritime provinces to the Intercolonial railway. The motion was made by the former minister of railways and canals, Hon. H. R. Emmerson. Before Mr. Emmerson had gone very far he got into a violent denunciation of any attempt to part with the government railway. He declared that the government had no mandate to sell the railway to a private corporation.

Hon. Mr. Fielding introduced the long expected amendment to the insurance act. There are 191 clauses, occupying 84 pages. Many of the drastic clauses proposed in the bill introduced last year have been removed. A large part of the bill is taken up with the investments which insurance companies are to be allowed to make. Assessment insurance is not touched, Mr. Fielding declaring that the companies recognized the weakness of their position and would be allowed to work out their own salvation. In regard to straight life companies a curb is to be placed on expenses, and it is provided that policy holders are to be entitled to representation on the hoard of firectors. A catam number of directors are to refire annually. The second reading of the bill will be moved when the members have had an opportunity of studying the changes proposed.

The following private bills among

Ottawa, March 9.—The railway commission this afternoon made no order, but it was intimated that one would be issued to prevent spitting and expectorating in train coaches save in proper receptacles, The application for the order was from the Montreal Board of Trade.

To Repatriate Spanish Jews. London, March 6.—Although the edict by which, in 1492, the Jews were expelled from Spain was revoked fifty years ago, only as insignificant number of Jews have nitherto availed themselves of the privilege to settle in the country whose history their ancasthemselves of the privilege to settle in the country whose history their ancestors did so much to embellish. Of late years a movement has been set on foot in influential circles in Spain to bring about the repatration of the descendants of the exiles, and for this purpose a society known as the "Alianza Hispano-Israelita" has recently been formed. Several prominent Spaniards, including Senor Moret, the former minister-president, and Senor Canalejas, a former president of the Cham-

Jas, a former president of the Chamber of Deputies, have joined this body, and have signed an appeal inviting others to enrol themselves. Those day discussing the advisability of adding certain branch raliways in the of Spanish descent are the particular maritime provinces to the Intercolonial objects of the society's interest.

maritime provinces to the Intercolonial railway. The motion was made by the former minister of railways and canals, Hon. H. R. Emmerson. Before Mr. Emmerson had gone very far he got into a volent denunciation. Before Mr. Emmerson had gone very far he got into a volent denunciation of the away in the poart with the government had no mandate to self the railway to a private corporation. He saw in the yearning by other rail-way corporations for the road proof, of its value as a government asset with a wise and vigorous policy, and this included the absorption of the society's interest. With a wise and vigorous policy, and the branch railways, the Intercolonial's sphere of usefulness could be greatly enlarged.

The talk lasted until after midnight, being participated in by Liberal members from the Maritime provinces and the portion of Quebec traversed by the road alone. The debate was adjourned by Mr. Graham, who stated that he would defer his views until he made his regular intercolonial speech later on.

Hon. Mr. Fielding introduced the long expected amendment to the insurance act. There are 191 clauses, occupying 84 pages. Many of the drastic clauses proposed in the bill introduced last

And the country with the company of the country with the

AGAIN DELAYED

FIFTIETH YEAR

Point of Order Raised By Stuart Henderson Regarding City's Position

that such powers, rights and privileges are in no way abrogated by any act subsequent to the Victoria Act of 1878, was passed, but the others were temporarily held over, and the rest of the bill was considered and adopted. W. R. Ross got leave to withdraw his amendments, shortly after which J. A. Macdonald asked that the committee rise and report progress, to meet again at the next sitting. To this request Mr. Thomson somewhat reluctantly acceded.

At the evening session no one op-

The statement of the st